





Mails.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"BOLTON" Capt. H. Formes	WEDNESDAY, 5th May, at Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ EITEL FRIEDRICH" Capt. E. Melchow	About THURSDAY, 6th May.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"MANILA" Capt. E. Gathemann	FRIDAY, 21st May, 10 A.M.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Senabill	Beginning of May.

For further Particulars, apply to:

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 23rd April, 1900.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL. TO and FROM JAPAN via SHANGHAI.

For	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, via PORTS	POLYNESIE	Broc	10th May, 7 P.M.
SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, via PORTS	TOKIN	Charbonnel	11th May, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, MARSEILLES, via PORTS	OCEANIE	Sellier	25th May, at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Ceylon, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £7.10 up to £71.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to:

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 27th April, 1900.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.  
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 10 P.M. (Saturdays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carry on the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Own Wharf, near Wing Lok Street and its berth in Canton opposite Shamoon.

For further particulars, please apply to the COMPANY'S OFFICE at Shamoon, Canton, or to their Agents.

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1900.

HONGKONG-MANILA-  
ILOILO-CEBU.

Regular Steamship Service between Hongkong and above ports.

Steamship	Tonnage	Captain	For	Sailing Dates
S.S. "RIGEL"	1,750	Geyer	MANILA	About 30th April, 1900.
S.S. "MANDAL"	1,917	Erickson	Do.	

For Freight or Passage, apply to:

BARRETTO & CO.,

Agents.

Hongkong, 27th April, 1900.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge, Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Sootta,

A. I. and Watkins.

Yokohama, May 23rd, 1905.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE

No. 32, DES VOUX ROAD CENTRAL. The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required. Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & CO. 25th May, 1891.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th August, 1900.

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIER STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 10th June, 1904.

Dr. M. H. CHAUN, THE LATEST METHOD of the

AMERICAN SYSTEM OF DENTISTRY 18, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A. Hongkong, 16th April, 1900.

Consignees.

S.S. "OCEANIE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London on S.S. "Dordogne" and from Havre on S.S. "Morel," in connection with above steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 11 A.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned Goods remaining unclaimed after MONDAY, the 3rd May, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 3rd May, or they will not be recognised. All damaged packages will be examined on MONDAY, the 3rd May, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN, Agent.

Hongkong, 26th April, 1900.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship:

"DERFFLINGER,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th of April, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th of April, at 9 P.M.

All Claims must reach us before the 2nd of May, 1900, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 21st April, 1900.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"SOMALI," FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 30th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 24th April, 1900.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Chartered Steamer

"KNIGHT ERRANT," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 1st May, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 26th April, 1900.

THE MONEY MARKET.

SILVER BEING ACQUIRED AND HELD ON CHINA ACCOUNT.

Messrs. Samuel Moolagu and Co. write from London on March 25, as follows:

The Bank of England secured the bulk of the arrivals of bar gold totalling about £700,000 at the minimum of 77s. 9d.

The following amounts were received by the bank:

March 18, £140,000; March 19, £91,000; March 20, £42,000; March 21, £62,000 in bar gold. March 22, £400,000 in U.S. gold coin and £10,000 in sovereigns from Guayaquil. March 23, £21,000 in bar gold, £211,000 in U.S. gold coin and £30,000 in sovereigns from Egypt. March 24, £225,000 in bar gold and £5,000 in U.S. gold coin.

Withdrawals were made as under:

March 18, £160,000 in sovereigns for Buenos Aires, and £7,000 in sovereigns for Brazil. March 19, £5,000 in sovereigns for South America, making a net influx of £1,167,000.

SILVER.

The market appears to have reached a period of stagnation. On the one hand, sellers deal with obvious reluctance, regarding the price as far from tempting, whilst buyers are slow to come forward, and sluggish in operating.

The Bombay market is inactive, and speculation there almost dead; no shipments of any consequence are expected to be made by this week's steamers to India.

Silver continues to be acquired and held on China account. Now that the value of money is assuming little importance here, Banks prefer to ship their holdings to the East, rather than to postpone—except at even rates, and as will be seen by our quotations, there has nearly always been a 1/16d. difference in price between the two positions.

On the few occasions lately when cash and two months silver were quoted at the same price, the purchase of forward has been far more difficult than the cash silver.

On the 9th instant a shipment of 388,000 oz. was made from San Francisco to the East.

The quotations to-day for cash, 13 1/4d. and two months 13 3/16d. are 1/1 lower than those fixed a week ago.

QUOTATIONS.

Quotations for bar silver per oz. Standard. Mar. 19—23 1/4d. cash, 23 1/4d. two months.

Mar. 20—23 5/16d. " 23 5/16d. " Mar. 21—23 1/2d. " 23 1/2d. " Mar. 22—23 3/4d. " 23 3/4d. " Mar. 23—23 1/2d. " 23 1/2d. " Mar. 24—23 3/16d. " 23 3/16d. " Mar. 25—23 1/2d. " 23 1/2d. "

Average for the week } 23.220 " 23.281 " week.

Bank Rate.....3 per cent.

Bar Gold per oz. Standard.....77 1/2d.

French Gold Coin per oz.....76 1/4d.

German Gold Coin per oz.....76 1/4d.

United States Gold Coin per oz.....76 1/4d.

For Sale.

FOR SALE.

BEST AMERICAN

SUGAR CORN SEEDS

IN PACKETS,

at

10 Cents each.

Apply to—

GRACE & CO.,

No. 27, Des Vaux Road.

Hongkong, 20th April, 1900.

DON'T BUY

ELSEWHERE BEFORE YOU CALL AT

FRENCH STORE

(Opposite ASTOR HOUSE).

NOW SHOWING

A Large and Fancy Assortment of

The Best FRENCH TOYS, DOLLS,

TOM SMITH'S CRACKERS,

CADBURYS CHOCOLATE,

PERNOT BISCUITS.

&c. &c. &c.

Hongkong, 21st November, 1900.

F. BLACKHEAD & Co.,

SHIPCHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS,

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S PATENT GENUINE

COMPOSITION RED HAZEL

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c. &c. &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

WHISKY &c.

and

P. & O. SPECIAL LIQUOR DOCTOR

WHISKY &c.

and

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

at

REASONABLE PRICES

Hongkong, 10th March, 1901.

WEATHER-FORCAST AND

STORM-WARNINGS ISSUED

FROM THE HONGKONG

OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here;—

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and a HALL below indicates a Typhoon to the North-East of the Colony.

3. A DRUM indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and a HALL below indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and a BALL below indicates a Typhoon to the South-West of the Colony.

7. A BALL indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and a BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island, Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Green Red, indicates that the typhoon is expected to increase to full force at any moment.

No. III. will be accompanied by the Explosive Bombs above, in the event of the information conveyed by this signal being first published by the Observatory.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be hoisted during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock.

Abandon



## Intimation.

Powell's  
ALEXANDRA  
BUILDINGS.NEW GOODS  
FOR  
CHILDREN'S  
WEARWashing  
Sailor Suits.JACK  
TAR  
HATSPITH  
TOPEESCANVAS  
and  
TAN GLACE  
SHOES  
and  
SANDALS

Moderate Prices.

POWELL'S  
ALEXANDRA  
BUILDINGS.

28, Queen's Road.

## SIR ROBERT HART ON CHINA.

INTERESTING SPEECH AT THE  
AUTHORS' CLUB.

Sir Robert Hart was the guest of the Authors' Club at a dinner held at Whitehall Court on 22nd ult. The menu included "birds' nest soup" and on the card, designed by Mr. Charles Ince, the menu was translated into Chinese by Mr. Ivan Chén, secretary to the Chinese Legation. On the top table was a model in sugar of the summer-house in Sir Robert Hart's garden in Peking. Lord Monckwell, who presided, in proposing the health of Sir Robert Hart, said:—

The life work of our very distinguished guest carries us back to the days of Lord Palmerston, whose high-handed methods with China were not universally acceptable to his own countrymen. The problems he was called upon to solve, teamed with dangers and difficulties. When he was appointed the Chinese had lately been very roughly handled by us. They were at first unfriendly and suspicious. They naturally suspected the foreigner of "running the show" for his own benefit. But Sir Robert Hart showed the metal that the best Englishmen are made of. He was not appalled by the difficulties or the magnitude of the task he had taken in hand. He had the patronage of an enormous staff under him. Every country in Europe was interested in his appointments and keen to scent the suspicion of a job. But it was soon apparent that neither fear nor favour entered into his composition. One great secret of Sir Robert Hart's success is his entire sympathy with the Chinese people. The success of this department, organised on European lines, and carrying on its operations with mathematical accuracy, amid the comparative chaos of Oriental methods, has made a profound impression on the more progressive Chinese. The material advance made by China in the direction of introducing Western teaching and Western manufactures is largely due to this object-lesson. Not content with organising the Customs, our guest in 1896 took over the administration of the Post Office, which he founded and developed over the greater part of China. Lighthouses are also under his control. It is, moreover, confidently reported that he has frequently acted as adviser to the Throne of China on all manner of subjects not connected with his own work. He was in Peking throughout the siege of the Legation in 1900. Our guest has done a great work, and a work that will be his enduring monument.

## SIR ROBERT HART'S REPLY.

Sir Robert Hart, after describing the ease with which his third learned music, stated that during the Boxer troubles some European troops got out of hand and commenced to loot. A party of Russian soldiers entered the house of one of his bandmen and threatened violence to the man's mother and sister. The bandman then played the Russian National Anthem and the soldiers stood at attention, saluted, and passed out without saying a word. He often thought he had wasted a good deal of money in keeping up the band, but that little incident was worth all the money he had spent, for it saved property and protected women from outrage. (Cheers.) Proceeding, Sir Robert said: A country which covers some five million square miles of the earth's surface, divided into some two dozen provinces, which are each large enough to be kingdoms themselves, the smallest having a population of six or seven millions and the largest of sixty or seventy; a people whose numbers comprise some four hundred millions, and whose history goes back some five thousand years; a literature which has been growing through two dozen centuries; a Government which subsists on the moral support of its subjects rather than on the physical force of its armed men—these and other categories into which the subject might be divided give room enough for lengthy treatment, and even then would be but skimmed over. I therefore avoid detail as much as possible, and only put before you some general thoughts on this occasion.

The Chinese may be said, in a general way, to be a homogeneous people, but, of course, spread over so large a superficies, while there is general similitude, there are infinite differences, the outcome of climate, environment, occupation, &c. The Chinaman of to-day may be considered the product of heredity, education, and custom. Ask him why he does so-and-so, he replies, "Barry old custom," and that old custom has come down through, perhaps, a hundred or more generations, is now as much part of his nature as acquired habit could possibly be. Possibly heredity has had more weight in China than elsewhere, its influence coming down from a far-away past into the life of to-day in a continuous stream, and with so little disturbance from without among that exclusive and self-centred people. Education in China has been of its own kind, and has had for object rather the formation of character and the performance of duty than the spread of what our Western world considers knowledge. "You have husbands and wives—you have parents and children—you have brothers and sisters—you have friends and relations—you have your Emperor and his representatives the officials. Each of these relations has its duties: fulfil them and you will be right—fail to fulfil them and ill will follow." There is nothing controversial—nothing that requires proof—in such teachings, and sensible men—Chinese are very sensible people—accepted the Confucian teaching, revered it, and lived the life. The result is a singularly law-abiding people, intelligent, frugal, industrious, and contented. They have during their long life had experience of possibly every

future, and all that science can teach, or ability to do can perform, will sooner or later be possessed in full. The Chinaman, in how ever, in no hurry, he takes things quietly and goes slowly, but he will go surely. Years ago the Prime Minister, Wen Hsiang, said to me, "You had better let us sleep on; if you will awaken us, we'll go further and faster than you like." They are awake now, and the new learning is at work all over the country, but mistakes will be made and the crop will not yield so much or so quickly as has been anticipated. It is no easy task to force four hundred millions of people into line, yet the new learning will have scholars, and the end will be the product of evolution at work, and the fittest will survive. The Government, marching with the times, has promised the Chinese people a Constitution, and with it some form of representative or parliamentary procedure. What this will eventually be remains to be seen; but, as a matter of fact, China is, and has always been, a Constitutional Power, the Emperor's action being guided by laws that exist by precedents on record, and by procedure which has become fixed. Representation has hitherto been enjoyed in a measure, inasmuch as the official appointments have all been open to the people and competitive examinations have long been the rule, and the gentry in every province enjoy, too, a certain amount of parliamentary life, as they are called on by the officials to form committees for handling various local measures. Every Chinese official has a seal of office which is handed over to his successor with firm and solemnity, and it is that, and not his signature, which counts. There is a Censorate, the members of which have the right to criticise, and they may even question the Emperor's own performance of duty, a right which Confucian teaching establishes, for the Emperor owes duties to his subjects just as they do to him, and it is the subject's duty to replace an Emperor who fails to perform his duties just as much as it is his duty to punish subjects who fail in theirs. During his 5,000 years of history China has seen many dynastic changes, and each of them has been ushered in by the failure of the occupant of the throne to fulfil his duties and by the proved superiority of the leader who establishes himself on the throne thus emptied. Government is, in short, a sort of automatic machine, and various safeguards come into play on every point.

Among the people births, marriages, and deaths, of course, make up individual and family history, and volumes might be written about their ways of doing things. If a wife has not borne a son by the time her husband is 40, it is her duty to urge him to procure, or even provide him with, a concubine; and even when there are already sons of the first wife, a man may bring in a concubine or a secondary wife, or more than one, who are numerically referred to, but the children of the Nos. 2, 3 or 4 mistresses are all considered the children of the No. 1 or real wife, and this practice, has wrought out two results: in China of a socially useful kind—there are very few unmarried women, and there are still fewer illegitimate children. A girl child is just as welcome in a family as a boy. There is such a thing as infanticide, but it is not general, and it sometimes affects a boy child just as readily as a girl, the cause being probably poverty. A good many years ago a Consular doctor and his wife were walking at Amoy; they passed a dung-heap the lady cried out "O, Charlie, Charlie, what is that?" and pointed to a small matted package from which a tiny finger protruded, and was about to be moving; they took up a package, opened it, and found a baby boy, newly born evidently, inside! They took the baby home and reared it and afterwards on a visit home to Scotland took the child with them and gave it some education; in 1896 that Consular doctor came to Ningpo as Consul when I was an assistant in the Consulate, and they had with them as under-butler a fine, bright healthy lad of 13 or 14; this was the child in question. Later on they left China and got the lad a good billet as steward on an English gunboat; his name was Lee Bush. Still later on the Chinese Government sought to create a navy, and wanting men of naval experience, they made Lee a commander, and gave him a fine steam corvette to take charge of. I once visited his ship at Canton and found all in excellent condition. Soon afterwards he was caught in a typhoon, and the vessel broke and went down, but some of the crew escaped, himself among them, and he was then condemned to death; but forgiven, for losing his vessel. He was then given command of one of the "Mosquito Squadrons," boats built by Armstrong, and he was at the Pegoda anchorage Foochow, in 1884 when Admiral Courbet destroyed the Chinese fleet in port. Lee, knowing his little craft was no match for such vessels, escaped up a shallow-water creek and saved himself, vessel, and crew; for this—for saving his ship, and not dying with his comrades of the fleet—he was again condemned to death, but, as the Commander-in-Chief, Chang Pei Lun, a son-in-law of Li Hung-chang, was also condemned to death and reprieved, with a sentence of three years' banishment and hard labour, Lee Bush was similarly treated, and in 1888 his banishment ended, he visited me in Peking, and gave me an interesting account of his various experiences. After that he got some other official appointment of a novel kind, and did well in it. He brought up a family of sons, and they did well, too, being successful at the literary examinations. Such is the history of a baby boy exposed by his Chinese parents for death in 1842 at Amoy, and reared and reared by a British Consular official. The Chinese themselves have founded hospitals, and so have the Catholic missions. Regarding Catholic missions they rather look for the church's growth in the propagation and rearing of Christian families than in the conversion of grown people. The Protestant missionary rather adopts the other method, and seeks for growth by converts, and so the Protestant growth in numbers is not so great on the whole, it being also later in the field. But the convert is not always easily made, for the "barbarity

has given him the abiding feeling that, as Confucius knew nothing about it, nobody else could know anything. As regards Chinese and foreign marriages, a great Chinese scholar and a high official was one day talking to me, and he said our foreign way of letting the young people fall in love and choose, and the Chinese way of first marrying and then making acquaintance, reminded him of two kettles of water: the first—the foreign—was taken at the boiling point from the fire by marriage, and then grew cooler and cooler, whereas the second—the Chinese—was a kettle of cold water put on the fire by wed-lock, and ever afterwards growing warmer and warmer, "so that," said my friend, "after 50 or 60 years we are madly in love with each other." One curious case came to my knowledge in Peking. A certain Junior mess had an excellent cook, but so ugly that do matchmaker had been able to provide a wife, and yet he was, despite his ugliness, one of the most amiable and lovable of men. At last a girl was found, and rumour said she was just the prettiest of Peking's lovely maidens. The day was fixed, she was brought home; the marriage ceremony was gone through; the groom saw what a hideous mate the fates had given her. The groom then left the room to join his male guests, and when he returned with them to present the bride, and with it hung herself to the window-frame—the poor girl was dead, and had evidently committed suicide rather than enter on married life with the man she had just seen for the first time. So, tragedy is sometimes the concomitant of the "cold-water kettle" style of arranging how people are to marry, instead of letting acquaintance, intimacy, and love settle that for the pair themselves at boiling point.

As regards deaths, the important thing is to choose an appropriate day for the burial, and also an appropriate site for the grave. I remember hearing that special case had been taken to select a good burial site for the great Li family. A colleague Viceroy, Chow Fu, told me he visited the great Li Hung-chang when dying; the latter could not speak, but looked anxiously at him, as if troubled about unfinished business. "So," said Chow, "I just said to him, 'Set your mind at ease; I'll attend to everything: you just shut your eyes and go!' and he thereon closed his eyes, and soon died quietly." Annually families visit their burial places, and, spreading feasts before the tombs for the delectation of the departed, eat the good things themselves, and overhaul the site, cleansing and beautifying it. This regard for the departed—its ancestral worship, as it is called—acts as a check on the waywardness of descendants, and a man would suffer much himself rather than be false to this cult and degrade his ancestors. It has its bad side, tending to keep in the old and keep out the new, in surgery in particular. The materia medica of China is large, but few reign prescriptions would find it difficult to use, though some of the nostrums are possibly efficacious. The celebrated Bishop Favre said his only relief from his gout was an extraordinary Chinese prescription. And now I think I have taken up enough of your time; but the subject is one that cannot be exhausted. (Cheers.)

A short discussion followed.—L. G. C. Esq.

## Intimations.

## SPECIAL NOTICE.

CHARGEURS REUNIS.  
FRENCH STEAMSHIP COMPANY.

THE French Steamship Company, CHARGEURS REUNIS, beg to inform the public that their steamer of the Round the World Line will henceforth suppress calling at Vancouver and Puget Sound Ports. They will proceed from YOKOHAMA DIRECT to SAN FRANCISCO without making any port of call en route.

Shippers of cargo to SAN FRANCISCO, MEXICO and SOUTH AMERICA no doubt appreciate this new facility afforded to them of a fast cargo-boat service from China and Japan to above-mentioned destinations.

For full information, apply to  
MESSAGERIES MARITIMES,  
Agents at Hongkong.

Hongkong, 15th April, 1909. [145]

THE DRAPERY  
EMPORIUM,

7, Lyndhurst Terrace.

ALWAYS IN STOCK.

EUROPEAN, INDIAN AND CHINESE  
USEFUL ARTICLES  
OF  
CLOTHING, FANCY GOODS  
and TOYS  
AT  
VERY NORMAL RATES.

READY FOR SALE.

The Latest Style Goods for Present Season  
Gentlemen's and Children's.HATS, BONNETS (Hat Flowers), RIBBONS, LACE, BRIDAL VEILS,  
FANCY DRESS GOODS, MUSLINS,  
LAWNS, NAINSOOKS, SHIRTINGS, ALPACAS, HOSIERY,  
ENGLISH and AMERICAN FOOTWEARS, &c., &c.

Prices and Samples on application.

Best attention to all Coast Port Orders.

Hongkong, 15th April, 1909. [146]

## Intimations.

## MOTHERS SHOULD KNOW.

The troubles with multitudes of girls is a want of proper nourishment and enough of it. Now-a-days they call this condition by the learned name of Anemia. But words change no facts. There are thousands of girls of this kind anywhere between childhood and young ladyhood. Disease finds most of its victims among them. They are too weak and frail to resist. Some of them are passing through the mysterious changes which lead up to maturity and need especial watchfulness and care. Alas, how many break down at this critical period; the story of such losses is the saddest in the history of home. The proper treatment might have saved most of these household treasures, if the mothers had only known of

## WAKPOLE'S PREPARATION

and given it to their daughters, they would have grown to be strong and healthy women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In building up pale, puny, emaciated children, particularly those troubled with Anemia, Scrofula, Rickets, and Bone and Blood diseases, nothing equals it; its tonic qualities are of the highest order. A Medical Institution says: "We have used your preparation in treating children for coughs, colds and inflammation, its application has never failed us in any case, even the most aggravated bordering on emphysema. The children like it, and it builds up their bodies; many little children owe their lives to it. The more it is used the less will be the ravages of disease from infancy to old age. It is both a food and a medicine, modern, scientific, and effective from the first dose. It never deceives or disappoints, and is the medicinal triumph of our time. There is no doubt about it." Sold by chemists.

Telegrams:  
"Cyclometer."Telephone:  
482.WE SELL,  
HIRE,  
and RE-BUILDMOTOR  
CARS,  
BOATS,  
LAUNCHES.

## TYPEWRITERS.

DEPOT—KOWLOON.

DRAGON CYCLE  
DEPOT,

HEAD OFFICE and SHOW

ROOMS,

33-35, Des Voeux Road, Central.

Hongkong.

## Auction.

## SPECIAL SALE BY PUBLIC AUCTION

on  
Saturday,

the 28th MAY, 1909, commencing at 2 P.M. Sharp,

## HIGH GLASS IRISH GOODS.

Messrs. HUGHES &amp; HOUGH have received instructions to sell on the above date at their SALES ROOMS, ICE HOUSE STREET.

Fine Turkish Towels, Bath Towels, Bath Sheets, Best Linen Towels, Roller Towels, Kitchen and Pantry Cloths, White Satin Quilts (single and double bed size), White and Cream Lace Curtains (3 yds., 3½ and 4 yds.), Hemstitched Sheets, Pure Irish Hand-embroidered Pillow Cases, Supper Cloths, Tray Cloths, Bedspreads, Assortment of Skirts and Underskirts, Pure Irish Linen Double Damask Table Cloths with Serviettes to match, Moirette Underskirts, Embroidered Ladies' Robes, Camisoles, Nightdresses, Blouses and Dress Lengths, Ladies' and Gent's Irish Linen Handkerchiefs, Table Covers, Carpets and Axminster Rugs, &c., &c.

(Arrived per S.S. "Osipak" on the 26th instant.)

Goods will be on view on FRIDAY AM.

Catalogue will be issued.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, 16th April, 1909. [147]

## To Let.

## TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Voeux Road Central (formerly occupied by Messrs. Shaw, Thomas & Co.). Rents low.

Apply to—  
THE COMPTON DEPARTMENT,  
E. D. Sassoon & Co.,  
Queen's Road Central.  
Hongkong, 24th February, 1909. [148]

## TO LET.

HOUSES in AUSTIN AVENUE, Kowloon.

Apply to—  
E. M. RAYMOND,  
c/o Messrs. E. S. Kadouri & Co.,  
St. George's Building,  
Hongkong, 15th April, 1909. [139]

## TO LET.

ROOMS suitable for Offices in No. 10, ICE HOUSE STREET, in rear of David Sassoon & Co.'s premises.

CHAMBERS with Bathroom and use of Kitchen in No. 31, WYNDHAM STREET known as "College Chambers."

Apply to—  
DAVID SASSOON & Co., Ltd.  
Hongkong, 1st April, 1909. [131]

## TO LET.

SHOP and DWELLING HOUSE, No. 78, Queen's Road, Central.

Apply to—  
S. J. DAVID & Co.,  
Prince's Buildings,  
Hongkong, 25th March, 1909. [132]

## TO LET.

NOS. 51, 53, & 55, WONG NEI-CHUNG ROAD.

Apply to—  
HONGKONG & KOWLOON LAND & LOAN CO., LTD.,  
No. 8, Queen's Road West.  
Hongkong, 9th March, 1909. [133]

## TO LET.

GODOWN No. 5A, DUDDELL STREET.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 1st April, 1909. [134]

## TO LET.

OFFICE, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 3 CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG NEI-CHUNG ROAD.

A HOUSE in WONG NEI-CHUNG ROAD.

OFFICES in YORK BUILDING.

GODOWNS in PRATA EAST, BLUE BUILDINGS, and No. 169, DES VOEUX ROAD next to the Hongkong Hotel.

FLATS in MOORETON TERRACE.

No. 10, DES VOEUX ROAD CENTRAL, 1st Floor.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 19th April, 1909. [135]

## TO LET.

TWO AIRY ROOMS in a house on BELLIOS TERRACE, first row, entrance from Robinson Road. Moderate Rental. For particulars, apply to—

"HOUSEHOLDER,"  
c/o Hongkong Telegraph.

Hongkong, 5th March, 1909. [136]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 57½ lbs. net \$5.50 per Cask ex Factory.

In Bags of 50 lbs. net \$3.45 per Bag ex Factory.

SHEWAN TOMES & Co.,  
General Managers.

Hongkong, 15th August, 1908. [137]







## Telegrams.

**"HONGKONG TELEGRAPH" SERVICE.**  
**TSUK-YUNG-HANGCHOW RAILWAY.**

## COLLAPSE OF BRIDGE.

[From Our Own Correspondent.]

Shanghai, 27th April.  
4.5 p.m.

The bridge of the Tsuk-yung-Hangchow Railway has collapsed. There is a gap of thirty feet.

**CHINESE ENGINEERING AND MINING CO.**

## QUESTION OF CONTROL.

[By courtesy of the "Sheng Po"]

Peking, 26th April.

The officials and gentry in the Chihli province have petitioned the Waiwupu and the Ministry of Agriculture, Commerce and Industry on the subject of recovering the control of the Kaiping (Chinese Engineering and Mining Co.) mines into the hands of the Chinese.

**FOREIGN REPRESENTATIVES.**

## VISIT TO EHO PARK.

[By courtesy of the "Sheng Po"]

Peking, 26th April.

The special ambassadors from the various Powers (who are in Peking to attend the funeral of the late Emperor Kwang Su) will pay visits to the Eho Park to-day and to-morrow.

**EMPEROR KWANG SU'S FUNERAL.**

## MAINTENANCE OF ORDER.

[By courtesy of the "Sheng Po"]

Peking, 26th April.

The Prince Regent has given instructions to Prince Su to have more policemen on duty to maintain order on the occasion of the funeral of the late Emperor Kwang Su.

**VICEROY SIK LIANG.**

## DEPARTURE TO THE EASTERN PROVINCES.

[By courtesy of the "Sheng Po"]

Peking, 26th April.

H.E. Sik Liang, Viceroy-elect of the Three Eastern Provinces, will proceed to the Three Eastern Provinces to take up his new appointment after the 15th day of this moon (4th prox).

**TANG SHAO-YI.**

## THE GOVERNORSHIP OF FENGTIEN.

[By courtesy of the "Sheng Po"]

Peking, 26th April.

Viceroy Sik Liang has telegraphed to H.E. Tang Shao-yi to return to Fengtien as Governor.

**EMPEROR HSUAN TUNG.**

## UNDER THE REGENTESS' CHARGE.

[By courtesy of the "Sheng Po"]

Peking, 26th April.

The Regentess will take up her residence in the Palace after the 30th inst., in order to look after the Emperor.

**SHIPPING AND MAILS.**

## MAILS DUE

Indian (Gregory) 28th inst. 6 p.m.  
English (Delta) 28th inst. 6 p.m.  
German (Prinzess Friedrich) 5th prox.  
Indian (Sutlej) 8th prox.  
Canadian (Empress of India) 14th prox.

The C. N. Co.'s s.s. *Tsun* left Manila on 27th inst. and is due here on 30th inst.  
The C. N. Co.'s s.s. *Ashu* left Shanghai on 26th inst. and is due here on 28th inst.  
The C. N. Co.'s s.s. *Kailong* left Hilo on 29th inst. and is due here on 3rd prox.  
The C. N. Co.'s s.s. *Changshu* left Sydney on 15th inst. and is due here on 4th prox.

The Apat Co.'s s.s. *Lighting* from Cebu left Singapore this morning, and is expected here on 3rd prox.  
The Apat Co.'s s.s. *Japan* from Yokohama left Manila on 27th inst. and is expected here on 30th inst. and 1st prox.  
The Apat Co.'s s.s. *Manila* from Yokohama left Manila on 27th inst. and is expected here on 30th inst. and 1st prox.

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**HONGKONG SCHOOLS SPORTS.**

## A SUCCESSFUL MEETING.

Patrons: H.E. Sir Frederick Lugard, The Right Rev. Bishop Lander, The Right Rev. Bishop D. Pezron, Major-General R. G. Broadwood, Vice-Admiral the Hon. Sir Hedworth Lambton, Commodore H. Lyon, R.N., Mr. E. A. Irving, Mr. E. D. C. Wolfe, Sir C. P. Chater, Mr. H. N. Mody, Mr. J. I. Leiris, Consul for Portugal and Brazil, Clerks of the Courses: Mr. A. R. Sutherland, Mr. S. Hoare, Mr. S. R. Moore. Starters: Mr. H. Sykes, Rev. Bro. Stephen, Mr. W. H. Vivash, Mr. G. A. Hancock. Handicappers: Mr. H. Sykes, Mr. P. Tanner. Official Time-keepers: Mr. A. W. Grant, Mr. A. H. Crook, Mr. P. Currie. Stewards: Mr. F. A. Haselwood, Mr. C. A. D. Melbourne, Hon. Mr. W. Rees Davies, K.C., Mr. W. D. Braidwood, Mr. G. Piercy, Rev. Bro. Christian, Hon. Dr. Ho Kai, C.M.G., Mr. Ho Tung, Hon. Mr. Wei Yuk, C.M.G., Messrs. Fung Wa Chun, Lau Chu Pak, Ho Koi Tong. General Committee: Messrs. R. C. Barlow, A. O. Brown, A. W. Grant, G. P. de Martin, H. L. O. Garrett, A. R. Sutherland, R. H. Bibeck, A. H. Crook, B. Tanner, S. R. Moore, W. H. Williams, Rev. Bro. Cyprian, A. Morris, W. Curwen, W. H. Vivash, P. Currie, V. Sykes. Working Committee: Messrs. R. C. Barlow, A. O. Brown, B. Tanner, A. R. Sutherland, H. L. O. Garrett, A. Morris, S. P. Moore, P. Currie, Rev. Bro. Stephen, S. Hoare, Young, Kee, Master C. K. May, Master J. Pang, Master Chung In Hang, Master Kwok Shiu Yau, Master P. Murray, Master Young Kim-Ling, Hon. Treasurer: Mr. R. C. Barlow. Hon. Secretaries: Messrs. R. C. Barlow and A. H. Brown.

The annual athletic meeting of the Hongkong schools was held at Happy Valley yesterday afternoon under most favourable conditions, both as regards the state of the weather and the attendance of spectators. There was a large gathering of those interested in the various educational institutions, the grand stand being literally packed to its utmost capacity. The numerous events were keenly contested and some good sport was provided during the afternoon, the racing on the whole being well up to the high standard maintained in previous years. The 13th Rajput Band under the baton of Bandmaster Coke was present during the proceedings and played lively selections of music, which added materially to the success of the afternoon.

Following are the results of the events:—  
LONG JUMP (Championship event).  
1—Ng Tat-ting, 2—H.E. Marker, 3—T. T. Rumljan.  
The distance covered by the winner was 19 ft. 6 ins.

100 YARDS FLAT RACE (Handicap).  
1—E. Castro, 9 yds, 2—Isidor Haas, scr. 3—Wong Shau-nio, 6 yds.  
Time: 10 3/5 secs.

10 YARDS FLAT RACE (Handicap).  
1—H. G. Marker, 3 yds, 2—Isidor Haas, 9 yds, 3—Ng Tat-ting, scr.  
Time: 11 secs.

120 YARDS FLAT RACE (Handicap).  
1—F. Loureiro, scr. 2—R. Binnell, 3 yds, 3—J. Guiterrez, 3 yds.  
Time: 16 4/5 secs.

440 YARDS FLAT RACE (Handicap).  
Chinese boys.  
1—Lo Chin-hoi, scr. 2—Ng Tat-ting, 5 yds, 3—Kwok Shiu-yau, 5 yds.  
Time: 5 1/5 secs.

ONE MILE BICYCLE RACE (Handicap).  
1—C. Siqueira, scr. 2—Cheung U. Pui, 20 yds, 3—A. Guiterrez, 20 yds.  
Time: 3 mins. 19 1/5 secs.

HIGH JUMP (Championship event).  
1—Tam Tse-ic, 2—Kwok Shiu-yau.  
Height: 4 ft. 1 1/2 ins.

220 YARDS FLAT RACE (Handicap).  
1—H. E. Marker, 6 yds, 2—Ng Tat-ting, 6 yds, 3—H. W. Peterson, scr.  
Time: 26 3/5 secs.

120 YARDS HURDLE RACE (Handicap).  
Championship event.  
1—H. W. Peterson, owes 3 yds, 2—Yau Kam-fat, 3 yds, 3—Kwok Shiu-yau, owes 3 yds.  
Time: 19 secs.

100 YARDS FLAT RACE.  
1—Wong Shau-nio 4 yds, 2—U. Haas-sar, 3 yds, 3—To Tsun, scr.  
Time: 14 1/5 secs.

HIGH JUMP (Championship event).  
1—Ng Tat-ting, 2—J. Rorivio.  
Height: 4 ft. 3 1/2 ins.

100 YARDS FLAT RACE (Handicap).  
1—M. Loureiro, 6 yds, 2—G. Remedios, scr., 3—Celeste Silva, 12 yds, 4—Mabel Sheffield, scr., 5—Mabel Leibel, 15 yds.  
Time: 13 4/5 secs.

QUARTER-MILE (Handicap).  
Championship event.  
1—H. G. Marker, 10 yds, 2—Ng Tat-ting, 15 yds, 3—Lo Chin-hoi, 5 yds.  
Time: 51 secs.

THROWING THE CRICKET BALL. Championship event.  
1—A. E. Jenkins, 2—Khusul Khan, 3—L. Rabat.  
Distance: 93 yds.

HALF-MILE. Challenge Cup. Championship event.  
1—J. G. Marker, 2—C. Lopez, 3—H. W. Peterson.  
Time: 3 mins. 20 4/5 secs.

SKIPPING RACE.  
1—M. A. D. K. 24 yds, 2—Mabel Leibel, 15 yds, 3—Kwok Shiu-yau, 9 yds.

**COTTON YARN AND PIECE GOODS.**

## DEVELOPMENT IN JAPAN.

The cotton yarn and cotton piece goods industry in this country, says the *Toyo Keizai*, has made remarkable progress since the Japan-China War of 1894-5. Prior to that period the Japanese yarn industry had its hands full in "checking" the importation of foreign yarn, and there was only a limited surplus available for export. Since then, however, the spinning mills have considerably enlarged their scope and steadily directed their attention towards increasing the export of yarn. The result has been a remarkable development of the export trade in yarn, as will be seen from the subjoined table. The export of cotton piece goods has also begun to make much headway within the past few years and the commodity bids fair to develop into one of the most important staples of export. Full particulars will be found in the following tables.

COTTON YARN.			
	Home Production.	Exported.	Imported.
	Kin.	Kin.	Kin.
1886 ..	4,865,000	—	24,630,000
1887 ..	7,282,000	—	33,295,000
1888 ..	9,957,000	—	47,490,000
1889 ..	20,988,000	—	42,811,000
1890 ..	32,978,000	9,000	31,980,000
1891 ..	48,962,000	32,000	17,337,000
1892 ..	65,481,000	33,000	24,308,000
1893 ..	66,657,000	315,000	19,405,000
1894 ..	91,375,000	3,538,000	15,943,000
1895 ..	115,231,000	5,533,000	14,791,000
1896 ..	138,510,000	10,975,000	20,014,000
1897 ..	163,138,000	42,935,000	16,091,000
1898 ..	201,020,000	68,834,000	15,930,000
1899 ..	269,077,000	102,160,000	8,210,000
1900 ..	302,621,000	67,619,000	9,051,000
1901 ..	309,974,000	62,751,000	5,994,000
1902 ..	240,368,000	59,44,000	2,697,000
1903 ..	244,305,000	97,161,000	1,031,000
1904 ..	286,059,000	77,19,000	537,000
1905 ..	275,851,000	80,215,000	2,133,000
1906 ..	288,074,000	10,204,000	5,853,000
1907 ..	295,045,000	67,942,000	1,795,000
1908 ..	271,820,000	59,353,000	1,365,000

COTTON PIECE GOODS.			
	Home Production.	Exported.	Imported.
	Yds.	Yds.	Yds.
1886 ..	1,100,000	—	2,291,000
1887 ..	153,000	—	4,664,000
1888 ..	147,000	—	4,641,000
1889 ..	174,000	—	4,991,000
1890 ..	143,000	—	3,391,000
1891 ..	544,000	—	4,931,000
1892 ..	1,309,000	—	5,650,000
1893 ..	1,861,000	—	6,864,000
1894 ..	2,116,000	—	6,786,000
1895 ..	2,552,000	—	11,592,000
1896 ..	2,512,000	—	9,949,000
1897 ..	2,998,000	—	10,745,000
1898 ..	3,910,000	—	8,874,000
1899 ..	5,774,000	—	18,140,000
1900 ..	5,462,000	—	8,763,000
1901 ..	6,219,000	—	15,057,000
1902 ..	7,116,000	—	7,341,000
1903 ..	7,743,000	—	9,718,000
1904 ..	13,276,000	—	18,433,000
1905 ..	18,723,000	—	19,495,000
1906 ..	18,858,000	—	18,392,000
1907 ..	16,169,000	—	18,725,000

As shown above, the production of yarn in the country has advanced from 4 million kin to nearly 300 million kin during the last twenty years. Especially remarkable has been the advance in the export during the same period. The import of cotton yarn, on the other hand, has been steadily diminishing, and what is now imported belongs to the qualities which are not produced in Japan. With regard to cotton piece goods a noteworthy increase in the export has taken place during the last few years or since the conclusion of the war with Russia. What may appear seemingly anomalous in this trade is that the increased production of cotton goods in the country has not only no effect in preventing the import of foreign goods, but the amount of the latter is actually increasing. This circumstance, however, may be explained by the fact that what is now imported are those classes of goods which are not manufactured in the country or are of such quality as cannot yet be rivalled by Japanese weavers.

Reviewing the development of the cotton spinning and weaving industry in Japan, continues the *Toyo Keizai*, it will be noted that it owes its progress purely to its own merits, as no outside protection or encouragement worth mentioning has ever been accorded. Moreover, the industry has had to contend against foreign goods which are admitted into the country at the exceptionally low conventional tariffs. Further, the Japanese spinners must get their supply of raw cotton from distant countries across the sea, and spinning and weaving machinery has had to be imported. Despite these disadvantageous circumstances the industry has made great advance and achieved phenomenal success—a circumstance which speaks much for the industrial capabilities of the people. A closer scrutiny into the condition of the industry, however, will reveal the fact that its progress in the past has been along lines which can by no means be regarded as satisfactory. In other words, the spinners have so far been too much occupied in increasing their production, and have had little or no time to bestow any attention on an improvement in the quality. Judging by the Manchester standard, Japanese yarn, with the exception of the production of a few mills, is scarcely qualified to be called yarn because of its very inferior quality. Although consumers of Japanese yarn in China and Korea, who have hitherto been accustomed to hand-worked yarn, are satisfied with the inferior quality of Japanese yarn for the present, it is evident that Japanese spinners must be induced to bestow more attention on the improvement of the quality of their manufactures in the future. It is noticeable already that some spinners have been arrested to a sense of this necessity and there is little doubt that an improvement in the quality of Japanese yarn will be effected in the future.

**To-day's Advertisement.**

To-NIGHT,  
April 27th,  
9.15 p.m.

**PHILHARMONIC CONCERT.**  
City Hall.

Hongkong, 27th April, 1909. [369]

**THE RUNNER'S CLAIM.**

## THE PUISNE JUDGE'S DECISION.

Mr. Justice Gompertz gave his decision this morning, in Chambers, in the action brought by William Henry Brown, formerly a runner for the King Edward Hotel, against Dorabjee and Company to recover the sum of \$25.75—being as to \$60 for salary for the month of March, \$29.75 commission, and \$65 damages for alleged wrongful dismissal, which were accounted for as appendage to one-month's salary in lieu of notice, \$60; for commission earned during the period of one month, \$30; one month's board and lodging, \$75; and in the counter-claim to recover \$110, which was made up, as below:—Half the cost of telegram to Swatow and reply in connection with a box lost on the liner *Ariz* \$100; to Shanghai and reply, \$7.75; to Manila and reply, \$5; lawyers' fees in connection with the lost box, \$25.50; chits for refreshments in the hotel, \$38; cash advanced, \$20; for the use and occupation of a room by a friend for seven days at \$5 per day, \$35—less \$69.15 paid on account.

His Lordship found for the plaintiff for \$89.75, and in favour of the defendants on the counter-claim for \$60. Each side to pay his own costs.

**PROGRESS AT PULO LAUT.**

## DUTCH COLONIAL GOVERNMENT ACTIVE.

## POSSIBLE RIVAL TO SINGAPORE.

Traders in the Far East are watching the progress of Pulo Laut with interest, and neighbouring port authorities with some concern, for the place has a future and may some day become one of the great coaling stations of the Pacific, says the *Shipping World*. The Dutch Colonial Government are evidently impressed by its interests in every way in competition to Singapore. To cater for trade the harbour dues are now existent, and this fact no doubt attracts attention. But its geographical situation and its mineral resources are the primary causes of the attention shipowners are now directing to it.

## TWO ADVANTAGES.

Pulo Laut is a small island off the coast of Dutch Borneo at its south-eastern extremity. A narrow strait separates it from the mainland; in some places the navigable part in approaching the port from the south is only about 1,500 ft. in width, but the northern approach is about a mile wide and perfectly safe with not less than 3 ft. at low water. There is a lighthouse at the entrance to the strait which is visible eighteen miles; but this light is not visible in coming in from the south ward until it bears about west by south. So much for the topographical aspects of its situation; but even more important is its commercial and strategic position. It stands at the southern entrance to the Macassar Straits, and is right in the track of steamers bound from Western Australia to China or Japan, and also from the Java ports bound north to the same countries. The Dutch Java-Japan Line of steamers now call there regularly, and there is no doubt its situation is of first class importance.

Add to this the material advantage that it produces its own coal, and we have two factors which are bound in time to make the port a serious rival to Singapore. The coaling station is seven and a half miles inside the strait, and five from the town of Kota Baroe. There is a wharf, a coaling pier and two piers, and the depth alongside is said to be about 27 ft. The wharf is very convenient coaling pier, is capable of putting about 1,000 tons of coal into a ship in a day, and besides this, coals can also be loaded from another wharf, as there are rails laid down, and trucks full of baskets can be run to the steamer's side.

## COAL MINES.

The coal mines themselves are about five miles inland, and the mineral is brought down to the port in railway trucks. The mines are situated on rising ground, and one pit is about 100 ft. deep. Coals were first discovered there about twenty years ago, but it was not until five years ago that the mines were worked by an Amsterdam company—the Pulo Laut Coal Co. There were about thirty-two Europeans and 1,200 natives employed, the native labour being imported from Java. The coals have the reputation of being good and cheap. The price runs about 75s. per ton against about 55s. from Java ports, and is some 10s. higher. As to the quantity consumed per day it is somewhere about 20 per cent. more than Welsh coal. It is good burning material in relation to the quantity of steam given, and there is no trouble whatever in maintaining steam; but there is a considerable loss of heat from it, and results in using a great deal of fuel. Whether or not this is much damaged as possible. Whether or not it is much damaged as possible. Whether or not it is much damaged as possible.

**To-day's Advertisement.****HIPPODROME CIRCUS AND MENAGERIE.**  
GRAND OPENING NIGHT.

To-MORROW, 28th April.  
ABSOLUTELY THE BIGGEST SHOW EVER SEEN IN HONGKONG.

25 FIRST CLASS ARTISTES 25  
A Programme of Unparalleled Brilliance  
presenting the World-Famous  
ZOO OF PERFORMING WILD ANIMALS  
Trained and Performed by Prof. G. Urban.  
The Greatest and Most Expensive Animal Novelty ever brought to the East.

Miss ZELIA, The Peerless Equestrienne.  
Miss CATHARINE, Celebrated Dancer.  
LE-DIAL, Comic Juggler.  
Miss FLORENCE LALLAH, In her Gracful Equipose on the Silver Wire.  
MOOKERIE, Horizontal Bar Expert.  
ELLIOTT & ROMAN, Knockabout Clowns.  
LEO, HERNANDEZ, Equestrian Humourist.  
THE SISTERS ELLIOTT, Acrobatic Dancers.  
DICKY AND BELLA BELL, Staircase Hand-Balancing Specialty.  
W. H. WARE, Bounding Jockey.

**THE STAR OF INDIA.**  
"BLACK DIAMOND."

The SEA-SAV PONIES & Performing ZEBRA.  
The Performing ELEPHANTS.  
THE MUSICAL MINS ASHBY.  
THE ROYAL ENTERTAINMENT.

## THE MYSORE TROUPE.

PRICES OF ADMISSION:  
Box (6 Chairs) ..... \$5.00  
Single Seat in Box ..... 3.00  
First Chairs ..... 2.00  
Second Chairs ..... 1.50  
Stalls ..... 1.00  
Gallery (Chinese only) ..... 0.50  
Box Plan at ROBINSON PIANO CO.

## FIRST MATINEE.

SATURDAY at 3.30 P.M.  
When Children under 12 years will be admitted at half price, all parts of the CIRCUS, Soldiers and Sailors in uniform half price to Stalls and Second Class.  
SPECIAL THAMS will be run after the Performance.  
Doors open at 8 P.M. Overture & Refreshments Supplied by GREEN & Co.  
A JACKSON, Representative.  
Hongkong, 27th April, 1909. [372]

**UNDER THE Patronage of His Excellency the Governor.**  
SIR F. LUGARD, K.C.M.G., C.B., D.S.O.**A GRAND GARDEN FETE.**

In aid of the Funds of the SOLDIERS' & SAILORS' HOME & SEAMEN'S INSTITUTE will be held in the BOTANIC GARDENS, on WEDNESDAY, the 5th May.

## Under the following Committee of Management:

Col. Darling, R.E.  
Commodore Lyon, R.N.  
Lady Piggott.  
Mrs. F. H. May.  
Major Fisher, and  
S. T. Dunn, Esq., B.A.  
When varied and numerous Entertainments will be given from 4 to 11 P.M.

Admission ..... \$1 each  
Soldiers and Sailors in uniform ..... 25 cents  
Children under 12 years ..... 25 cents  
A MORENO,  
Honorary Secretary.  
Hongkong, 27th April 1909. [37]



## Shipping—Steamers.

CANADIAN PACIFIC  
RAILWAY CO.'S

Royal Mail Steamship Line.

## "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of  
12 DAYS YOKOHAMA TO VANCOUVER. 12 DAYS HONGKONG TO VANCOUVER.  
SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong, St. John and Quebec.  
(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong,	From St. John or Quebec.
"EMPRESS OF CHINA" SATURDAY, MAY 1ST.	"EMPRESS OF IRELAND" FRIDAY, MAY 7TH.
"MONTEAGLE" TUESDAY, MAY 11TH.	ALLAN LINER..... FRIDAY, MAY 18TH.
"EMPRESS OF INDIA" SATURDAY, MAY 22ND.	"EMPRESS OF BRITAIN" FRIDAY, JUNE 18TH.
"EMPRESS OF JAPAN" SATURDAY, JUNE 12TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) leave the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "Oriz Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port ..... 43.

Via New York ..... 45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—  
D. W. GRANT, D.O.C., General Traffic Agent,  
Corner Pedder Street and Praya (opposite Blake Pier).

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	FOOSHING	THURSDAY, 19th April, Noon.
SCAPORE, PENANG & CALOUTTA, KUMSANG		FRIDAY, 3rd April, Noon.
SHANGHAI VIA NINGPO	KWONGSANG	FRIDAY, 30th April, Noon.
MANILA	LOONGSANG	FRIDAY, 30th April, 4 P.M.
TIENSIN	CHEONGSHING	SATURDAY, 1st May, Noon.
MANILA	YUENSANG	FRIDAY, 7th May, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	KUTSANG	WEDNESDAY, 19th May, Noon.

RETURN TOURS TO JAPAN.

Occurring 24 Days.

The steamers *Kumsang*, *Namsang* and *Fookang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Island Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Choofoo, Tientsin & Newchwang, For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,  
General Managers.

Telephone No. 61.  
Hongkong, 27th April, 1909.

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
HOIHOW & HAIPHONG	SINGAN	29th April, 9 A.M.
SHANGHAI	YINGHOW	29th April, 4 P.M.
SHANGHAI (connects with Siberian Mail to Europe)	ANEUI	2nd May, Daylight.
MANILA	TEAN	4th May, 3 P.M.
TIENSIN	HUIHOW	6th May, 4 P.M.
SHANGHAI	CHINHUA	6th May, 4 P.M.
CEBU & ILOILO	KALFONG	7th May, 4 P.M.
SHANGHAI (connects with Siberian Mail to Europe)	CHESAN	9th May, Daylight.
MANILA	TAMING	11th May, 3 P.M.
MANILA, ZAMBOANGA and USUAL	TAIYUAN	14th May, 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA-TWINSOREW STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloons.

## SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Ankai*, *Chenan*, *Linan*, *Chinhu*) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

The Sunday morning sailings carry passengers and H.M. Mails to connect with Siberian Mail to Europe.

Fares including wines—single \$40, return \$70.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.  
Hongkong, 27th April, 1909.



## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
ROBI	2540	R. W. Almond.	MANILA	SATURDAY, 1st May, at Noon.
LAYRO	2540	R. Rodger	"	SATURDAY, 8th May, at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO. GENERAL MANAGERS.

Telephone No. 100.  
Hongkong, 27th April, 1909.

## Shipping—Steamers.

## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR  
CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE,  
YOKOHAMA, HONOLULU, MANZANILLO and  
SALINA CRUZ (Mexico).

S.S. HONGKONG MARU	6,000 tons gross	Sail 1st June, 1909, at Noon.
S.S. MANSHU MARU	5,000 "	" 1st July, 1909, at Noon.
S.S. AMERICA MARU	6,000 "	" August, 1909.
S.S. HONGKONG MARU	6,000 "	" October, 1909.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, York Building.

Hongkong, 27th April, 1909.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.

(Through Bills of Lading issued for BATAVIA,  
FRIEDLAND, CONTINENTAL, AMERICA  
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"ASSAYE."

Captain Owen Jones, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, Etc., on SATURDAY, the 1st May, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Marmora*, 10,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, Etc., will be conveyed via Bombay by the R.M.S. *Egypt*, due in London on 11th June, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 16th April, 1909.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, Etc.)

THE Steamship

"EASTERN."

Captain McArthur, will be despatched as above on WEDNESDAY, the 28th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, Etc., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a daily qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 2nd April, 1909.

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO

SAN FRANCISCO, MEXICO, PERU,  
CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL EXELMANS."

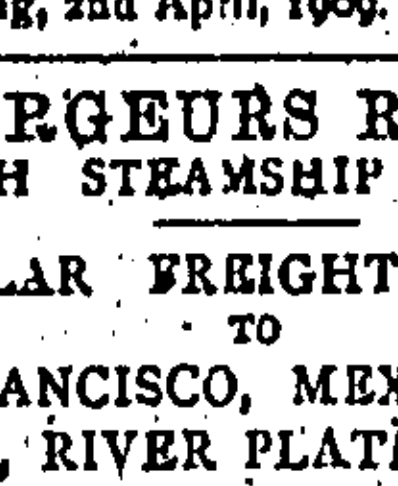
10,000 tons, Captain X, will be despatched for SAN FRANCISCO and other above destinations on or about the 21st of May.

For further particulars apply to

MESSAGERIES MARITIMES,  
Agents at Hongkong.

Hongkong, 14th April, 1909.

HONGKONG—BOSTON—NEW YORK.



AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA

PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

S.S. "INDRAMAYO".....FRIDAY, 30th April.

For Freight and further information, apply to

SHEWAN TOMES & CO.,  
General Agents.

Hongkong, 14th April, 1909.

## HONGKONG AVERAGE MARKET PRICES.

Corrected 24th April, 1909. Cts. per 5 Mds.

## BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa 20

" Corned—Ham Ngau Yuk 20

" Roast—Shiu 20

" Breast—Ngau Lam 18

" Soup, Tong Yuk 15

" Steak—Ngau Yuk Pa 20

" Sirloin—Ngau Lau 30

" Sausages—Ngau Yuk Chang 20

" Bullock's Brains—Know..... per set 10

" Tongue fresh—Ngau Li..... each 50

" corned—Ham Ngau Li..... 60

" Head—Ngau Tau 80

" Heart—Ngau Sum..... per lb 15

" Hump, Salt—Ngau Kin 18

" Feet—Ngau Kook..... each 8

" Kidneys—Ngau Yiu..... 10

" Tail—Ngau Mei..... 18

" Liver—Ngau Con..... 12

" Tripe (undressed)—Ngau To..... 6

" Calves' Head and Feet—Ngau Chai..... 10

" Pork Chop—Yeung Pal Kwai..... 22

" Leg—Yeung Poi..... 22

" Shoulder—Yeung Shau..... 20

" Brains—Chi Kook..... per set 22

" Feet—Chi Kook..... 12

" Fry—Chi Chak..... 25

" Head—Chi Tau..... 18

" Heart—Chi Sum..... each 8

" Kidneys—Chi Yiu..... pair 9

" Liver—Chi Kon..... 30

" Pork Chop—Chi Pal Kwai..... 22

" Corned—Ham Chu Yuk..... 10

" Log—Chu Poi..... 4

" Fat or Lard—Chu Yau..... 18

" Sheep's Head and Feet—Yeung Tau..... 50

" Kook..... set 6

" Heart—Yeung Sum..... each 9

" Kidneys—Yeung Yiu..... 24

" Liver—Yeung Con..... 24

" Sucking Pigs, To Order—Chu Chai..... 20

" Suet Best—Sang Ngau Yau..... 20

" Mutton—Sang Yeung Yau..... 12

" Veal—Ngau Chai Yuk..... 20

" Sausages—Ngau Chai Yuk Tong..... 20

## POULTRY.

Chicken—Kal Chai..... 30

" Oapons, Large, Small—Sin Kal..... 28

" Ducks—Ap..... 20

" Doves—Pan Kan..... each 18

" Eggs, Hen—Kal Tau..... per doz. 20

" Fowls, Canton—Kal..... 32

" Hainan—Hol Nam Kal..... 28

" Geese—Ngo..... 20

" Geese, Wild Shanghai—Sheng Hol Ye..... pair 10

" Mus Deer—Wong Keng..... each 10

" Hare—Tu Chai..... 10

" Partridge—Chu Khoo..... pair 10

" Pheasant—Shan Kal..... pair 10

" Pigeons, Canton—Pak Kip..... each 10

" Holhow—Holhow Pak Kip..... 10

" Quail—Um Ghun..... 10

" Rice Birds—Wo Fa Cheuk..... dozen 10

" Snipe—Sa Chai..... each 22

" Turkeys, Cook—Fo Kai Kang..... per lb 65

" Hen..... Na..... 5

" Wild Ducks, Shanghai, Sui-ap..... pair 12

" Teal, Shanghai, Sui Ap Chai..... 8

" Wild Ducks Canton—Sang Shing Sui..... pair 8

" Ap..... 8

## FISH.

Barbel—Ka Yu..... 9

" Bream—Bin Yu..... 14

" Canton Fresh Water Fish—Hol Bin Yu..... 14

" Carp—Li Yu..... 20

" Catfish—Chik Yu..... 11

" Codfish—Mun Yu..... 14

" Crabs—Hui..... 18

" Cuttle Fish—Muk Yu..... 15

" Dab—Sa Mang Yu..... 15

" Dace—Wong Mei Lun..... 10

" Dog Fish—Ti To Sa..... 9

" Eels, Gongor—Hal Man Yu..... 10

" Fresh water—Tam Sui Yu..... 14

" Yellow—Wong Sin..... 24

" Frog—Tien Kai..... 28

" Groupers—Sek Pak..... 12

" Gudgeon—Sek Pak Yu..... 12

" Herring—Tao Pak..... 18

" Halibut—Cheung Kwan Yu..... 10

" Labrus—Wong Fa Yu..... 17

" Loach—Wu Yu..... 28

" Lobsters—Lung Ha..... 34

" Mackerel—Chi Yu..... 16

" Monk Fish—Sung Yu..... 26

" Mullet—Chai Yu..... 20

" Oysters—Sang Hoo..... 20

" Parrotfish—Kal Kung Yu..... 12

" Pikes—Fa Pau Pong..... 12

" Plaice—Fai Yu..... 12

" Pomfret, Black—Hak Cheung..... 12

" Pomfret, White—Pak Cheung..... 12

" Prawns—Ming Hui..... 12

" Ray—Fai Yu..... 12

" Rock Fish—Kai Kung Yu..... 12







\* These shares are entitled to half of the profits....

Printed and Published by JOSE PEDRO BRAGA for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company,  
No. 1, Ice House Road, in the City of Victoria, Hongkong.

ESTABLISHED IN 1882. CAPITAL £1,000,000.



High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

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